No. 102.- No. 16,961.

WASHINGTON, D. C., SUNDAY MORNING, MARCH 3, 1907.*

FIVE CENTS.

THE HOUSE FOR THREE-CENT FARES

Amendment to the Railway Extension Bill Adopted.

CHEERS GREETED RESULT

Anti-Smoke Law Extended to Locomotives.

MEASURE GOES TO CONFERENCE

It Has No Chance of Getting Through the Senate in Its Present.

Shape.

The House of Representatives last night passed the bill authorizing the extension of Union station, and by a decisive vote adopted an amendment providing for 3-cent fares in the District of Columbia. But by one of those legislative peculiarities that are someany penalty for violations of this 3-cent fare

The 3-cent fare section did have a severe penalty attached to it, but this same section also contained a paragraph providing that if a passenger was not able to secure a seat on a street car he need not pay his fare. This latter proposition was, of course, eliminated by the House, but through an inadvertence, or otherwise, the penalty provision was stricken out with it.

Penalty provision or no penalty provision, it is conceded, even by the most ardent railway reformers in the House, that the 3-cent fare amendment has no chance of getting through the Senate, and consequently last night's performance by the House is valuable chiefly as an indication of the temper of the lower branch of the national legislature-the board of aldermen of the District of Columbia-in regard to the local street railway corporations.

As the bill passed the House it is a substitute for the Senate measure, with some important changes in routes, with an antismoke law provision and a 3-cent fare amendment. It goes to conference in this

The greatest possible interest was manifested in the proceedings on the floor of the House last night, the galleries being crowded from early in the evening until after all local business had been disposed of. After one vote, which showed the way the House intended to act on the 3-cent fare amendment, the applause from the galleries was so loud that Speaker Cannon was forced to ca., for order and to say that the visitors were there to listen and not to applaud.

The advocates of 3-cent fare legislation were intensely jubilant over the action of the House, and say that if they don't get final action on their proposition this session they certainly will next year.

Special Rule Opposed.

When the House reassembled after the recess last evening the following special rule, under suspension of the rules, was

"That immediately upon the adoption of this order it shall be in order to take up the bill (S. 6147) entitled 'An act authorizing changes in certain street railway tracks within the District of Columbia and for other purposes,' with the amendment thereto reported by the committee on the District of Columbia, to offer thereto the fol-lowing amendments: "First—To strike out section 13 of the

House substitute providing for wide tires unless the said amendment shall be ruled out on a point of order.
"Second—To provide for universal threecent fares, to be collected only from pas-

sengers provided with seats. "After votes on the aforesaid amend-ments the question shall be on the com-mittee amendment and on the bill to a final passage without intervening motion or ap-

peal."
Mr. Babcock said that for several years the manufacturers and wholesale people of the city had been forced to comply with the smoke law. This bill requires the locomotives of the railway companies to come under the provisions of the law.

Mr. Payne asked, sarcastically, if the bill

provided that the railway companies shall carry any one free. Mr. Babcock replied in the negative.

Mr. James Urges Lower Fares.

Representative James of Kentucky, auther of the 3-cent fare amendment, said the request. that his amendment gave the House an opportunity to vote on 3-cent fares. He said in support of his amendment that while the Congress had been legislating on railroads and every other subject under by the local street rallway companies right took up the question of the franchises and the capitalization of the Capital Traction Company and the Washington Rallway and dends that both these corporations were paying on watered stock that they should He appealed to his colleagues to do something for the people of the District of Columbia, who had no representatives in Congress, to pass the 3-cent fare amend-

the cerridors outside of the gallery doors, waiting for a chance to catch a glimpse of the interior of the chamber or to hear a of Tennessee, Garrett of Tennessee, Gilword or two of the debate.

Mr. James reviewed the arguments made by the advocates of the 3-cent fare amend-

Universal Transfers.

Representative Sims of Tennessee, a democratic member of the House District committee, then took the floor for ten minutes. Mr. Sims said he would refrain should be done. The street railway companies, he said, will do nothing until forced. They would not put on the vestibules to protect their motormen until compelled to by Congress. He declared that the cap-Ital stock of the Capital Traction Company had advanced in price from 45 cents to \$1.47, representing an advance of more than \$10,000,000 in the stock. Yet," said Mr. Sims, "the Capital Trac-

tion Company people say they will not have free transfers; they will not give something lop if he would sell his stock at present | _

seices in case the universal transfer amend-

ment became a law Mr. Dunlop said he would not.

Mr. Sims said that although it cost not to exceed \$60,000 a single track mile, or \$120,000 a double track mile, for underground construction, one of the local companies was capitalized at \$666,000 a single

in part in this jurisdiction.

Would Serve Notice.

Mr. Smith demanded that any member who could tell of a railroad system that was operating profitably on a three-cent-fare basis stand up and tell the House about it. But no member arose. Mr. Smith said he wished it were possible for the three-centfare proposition to apply to Washington without injury to the railroads, but he did not believe it was, and he urged his colleagues of the House to go slow.

the local street railway systems to the Railway Accommodations Denounced. Mr. Hepburn of Iowa was then recognized. He said he admitted that there should have question, and there should have been heartimes remarked the House failed to provide ings, but failure to have them was no fault of the advocates of the legislation. They

> the demands of the people.
>
> He was not able to prove that a three cent fare will be remunerative to all the roads, but every member of the House is satisfied that a three-cent fare will be re-

> titled to receive.
>
> Mr. Hepburn told of his own inconveniences in traveling over the road which he patronizes, and he said it was a robbery to compel the citizens to pay for "standing room only" in the rides which they take. "In common honesty," declared Mr. Hep-

common honesty and common decency require they should have.

Mr. Babcock said he wanted to answer the

over the lines of the Capital Traction

tive Hepburn of Iowa, jumping to his feet and shaking his forefinger at the District committee chairman.
"It was," replied Mr. Babcock.

"Then I would like to cross-examine for half an hour the official who dared to make such a statement as that," said Mr. Hep-burn as he resumed his seat amid loud applause from the democratic side of the

chamber. Representative Payne of New York, and despite the protests of Mr. Jones and others that it had been previously read in th

Mr. Williams, following the reading of the bill, made the point of order that the broad-tire amendment was not germane. The Speaker sustained the point and the

Speaker ruled that there were two separate propositions and sustained Mr. Perkins'

as there was only one penalty provided for

the two propositions. Three-Cent Fares Approved.

fares seemed to be in large majority.

On a rising vote the result was 114 in

for a roll-call vote and it was ordered. The vote showed 140 in the affirmative and the sun, an outrage was being perpetrated 102 in the negative, and the three-cent fare amendment was agreed to. The following named members of the House voted for the 3-cent fare amend-

ment: Adamson of Georgia, Aiken of South Carolina, Aames of Massachusetts, Bankhead of Alabama, Bartlett of Georgia, Beall of Texas, Bell of Georgia, Birdsall of Iowa, rage he said, in view of the immense divi- Bowers of Mississippi, Bowersock of Kansas, Brantley of Georgia, Brum of Pennsylvania, Brundidge of Arkansas, Burks of South Dakota, Burleson of Texas, Burnett of Alabama, Burton of Delaware, Calder of New York, Chaney of Indiana, Chapman of Illinois, Clark of Missouri, Clayton of Alabama, Cocks of New York, Cooper of Wis-consin, Cromer of Indiana, Crumpacker of Mr. James was frequently interrupted by applause from his colleagues on the floor of from the spectators in the galleries, and he had a big audience. The calleries, and tana, Driscoll of New York, Ellerbe of South Carolina, Esch of Wisconsin, Finley of South Carolina, Flood of Virginia, Ford ney of Michigan, Foster of Vermont, Ful-kerson of Missouri, Fuller of Illinois, Gaines of Virginia, Goldfogle of New York, Graff of Illinois, Granger of Rhode Island, Gregg ment, characterizing them as sound and of Texas, Hale of Tennessee, Hamilton of effective. He then resumed his seat, reserving the balance of his time.

Michigan, Hay of Virginia, Heflin of Alabama, Hepburn of Iowa, Hill of Mississippi, Hinshaw of Nebraska, Houston of Tennes-see, Howard of Georgia, Howell of New Jersey, Hubbard of Iowa, Humphrey of Washington, Humphreys of Mississippi,

Hunt of Missouri. James of Kentucky, Jones of Washington, Keliher of Massachuutes. Mr. Sims said he would refrain setts, Kennedy of Ohio. Kinkaid of Ne-from offering the amendment for universal braska, Knapp of New York, Knopf of Illitransfers, although he believed something nois, Lamar of Florida, Lamb of Virginia, should be done. The street railway com-Landis of Indiana, Lee of Georgia, Legare of South Carolina, Lever of South Carolina, Lewis of Georgia, Lloyd of Missouri, Mc-Kinney of Illinois. McNary of Massachusetts. Macon of Georgia, Martin of South Dakota, Moon of Tennessee, Mouser of Onio, Murdock of Kansas, Murphy of M'ssouri, Nelson of Wisconsin, Otjen of Wis-consin, Overstreet of Georgia, Padgett of

free transfers: they will not give something for nothing."

He said that when he asked President

Consin. Overstreet of Georgia, Padgett of Tennessee, Page of North Carolina, Patterson of North Carolina, Patterson of South Carolina, Pearre of Maryland, Perkins of New York, Pollard of Nebraska, Physics of Main Private (Continued on Twelfth Page.)

Regulating Locomotive Smoke.

He then spoke in favor of the rider on the bill to extend the provisions of the smoke law to cover the operation of steam railroad locomotives in the District of Columbia. He saw no reason why the railroad companies which operate through the District should not be subject to the same restrictions and regulations as other cor-porations which did business in whole or

Representative Samuel W. Smith of Michigan was then recognized for five minutes. He wanted the House to give notice to the railroads now entering the city of Washington that, within a reasonable time, they would be compelled to run their trains into the District of Columbia with electric locomotives. Between \$12,000,000 and \$15,-000,000 were being expended on new white marble public building construction, and he thought it would be wise to notify the railroads now, before any damage was done by the smoke fumes.

been ample time for the discussion of this have sought time after time to make the railway companies pay some attention to

satisfied that a three-cent fare will be remunerative to one of the railways and pay a dividend on the stock, "watered as it is." The other road, he said, has been built out of the bonds and the stock has cost its owners nothing. It is within the knowledge of all members that the citizens are not furnished the facilities they are entitled to receive

burn, "the people ought to have the priv-lieges for which they pay."

Mr. Hepburn said that all the people of the District want is to have facilities which

Cost to Carry Passengers.

gentleman from Iowa. It wasn't stock and bonds and the like that cut any figure. But he wanted to call attention to the fact that it cost 2.5 cents to carry a passenger pany and 2.56 cents over the lines of the Washington Railway and Electric Com-pany, and this did not include interest

charges, dividends, etc.
"Was that statement made under the solemnity of an oath?" cried Representa-

The bill was then read at the request of

Broad-Tire Rider Ruled Cut.

rider was eliminated. Mr. James then offered his three-cent fare amendment, providing that the rate of fare should not exceed that amount and that no fare should be collected from any passenger who is not able to secure a seat. ed that this be made divisible so that the House might vote separately on the threecent fare proposition or on the "no-seat-no-

Mr. Babcock claimed that the amendment was not divisible.

After deliberating for some time the

Mr. Hepburn controverted this ruling, claiming that divisibility was not possible

The Speaker then put the questions. On a viva voce vote the advocates of three-cent Mr. Babcock called for the yeas and nays, but was prevailed upon to withdraw

favor of three-cent fares and 103 in opposi-Mr. Babcock then renewed his request

Daniel J. Evans, miner. John Hitl, miner. forces to penetrate into the dense after damp. Caused a Panic. The first news of the explosion caused a

THE STAR TODAY.

THE NEW PUPIL.

Terrific Explosion of Gas in a Part Shaft Near Scranton.

SOME ARE DEAD

Impossible for Rescuing Forces to

Work at First.

SPECIAL TRAIN TO THE SCENE Some of the Miners Devoid of Cloth-

ing When the Rescuers Found Them.

SCRANTON, Pa., March 2.-Fourteen men are hovering near death in Taylor Hospital and twelve others suffered slight burns through a terrific explosion of gas that swept through a portion of the Clark vein of the Holden mine of the Delaware, Lackawanna and Western Company at

North Taylor this afternoon. Whether or not thirty other miners at work in the affected section escaped was in doubt up to 10 o'clock tonight, when Mine Inspector Pavid Williams felt safe in saying they were all out of the mine and alive. This statement he made only after it was possible for searching parties to make a tour of the affected parts of the mine and who returned with the report that they could find no men in the workings who had been reported missing. Still this news was not reassuring to hundreds who still gathered about the shaft's head, for the doubt and fears of the afternoon and evening were not removed, and they felt certain that there were yet others whose

lifeless bodies would be found later. Severely Injured.

Among the seriously injured are: William Williams, miner, of Taylor. Thomas Williams, his son, a miner. Daniel Evans, door tender.

Wm. Beavans, runner. Andrew Ranski, laborer, of Old Forge. Frank Ranski, Andrew's brother, miner.

The great force of the explosion was felt on the barn road that leads from the main gangway to the mule barn. This was fully a half mile from the foot of the shaft. The roadway was strewn with the debris of battered doors and brattice work, which so obstructed the air courses that for some hours it was impossible for the rescusing

panic in Taylor, and its seriousness spread into Hyde Park and Mineoka, where lived many of the men working at the mine. There was great apprehension as to their fate. Hundreds hurried to the mine and a special train sent from Scranton with Assistant Superintendent Tobey, Washeries Superintendent Smith, District Superintendent Evans, Mine Inspector Williams and the fire bosses and foremen of the Diamond, Bellevue and Dodge mines on board. They reached the Holden mine within a half hour and found that four of the burned men were then in the emergency hospital at the foot of the shaft receiving the first aid of the mine forces. These men were soon hoisted and hurried away to the Taylor Hospital. Then others were brought out until fourteen had been carried to the hospital and twelve others were sent to their

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New Guatemalan Minister

Dr. Don Luis Toledo Herrate, the new minister from Guatemala, who has just arrived in this city, is one of the prominent publicists of Guatemala and a close personal friend of President Bonilla. He

VAIN EFFORTS FOR HARMONY

Postponement by the Senate of the Matter From Yesterday After-

There will be no ship subsidy legislation during the present session of Congress. This fact was practically conceded by all when the Senate supporters of the subsidy bill agreed late vesterday to allow the subject to go over until today. The failure of the measure will be due to the opposition of democratic senators, which was so pronounced as to cause them to engage in a filibuster for more than an hour to prevent

The position of democratic senators was made known to their republican colleagues early yesterday. Several of them held an informal conference on the floor of the Senate, and after deciding that the bill should not pass in its present shape they instructed their caucus leader, Senator Blackburn, to convey this information to the republican leaders. The republicans were therefore well aware of the probable fate of the bill, when at 1:30 o'clock Senator Gallinger, who had charge of the bill when it was before the Senate, called the measure up and moved to concur in the House amendments. This motion was immediately met by counter motion to post-pone the consideration until today, and when it was voted down, various other mo tions, all of a dilatory character, were introduced by democratic senators, and notperfectly understood that the determined opposition at so late an hour in the session meant the ultiamte defeat of the

Matter Postponed Until Today.

Senator Gallinger then suggested a further this proposition and the Senate will meet accordingly today to take up the subject. hopes for success. The principal opposition yesterday came from democratic senators who were interested in the commerce of the Gulf of Mexico, and it has been sug-gested that if further provision could be made in that interest they would accept the bill. Other democratic senators, however, oppose the measure for other rea-sons, and if the gulf state element should

tion in the House, because of the opposi Proceedings of the Senate. Developing the ultimate defeat of the

The general deficiency appropriation bill was passed, which completes action on the of Ne

FILIBUSTER BY DEMOCRATS

consideration of the measure at yesterday's

reached.

After this episode cessation of hostilities until 5 o'clock was secured, and when the subject was again brought up at that hour it was immediately made apparent that no nonizing of the differences between the friends and opponents of the measure. postponement until today at 11 o'clock of the effort to obtain action. All agreed to

In the meantime there will be some effort desist in its opposition, it would be re-newed by colleagues who base their antagonism on other grounds. Moreover, the House leaders have practically served notice upon the Senate that if the bill should be amended in any respect by the Senate it would be impossible to obtain ac-

ship subsidy bill was the one action of importance in the Senate.

not taken. The discussion developed no serious opposition to the agreement which has been reached. By resolution the Senate extended its committee organization to the Sixtieth Congress. An evening session was held at which

eulogies were pronounced on the lives of the late Representative Rixey of Virginia, Adams of Wisconsin, Ketcham and Flack of New York.

REFUSED TO YIELD.

House Sends Sundry Civil Bill Back to Conference.

By a yea and nay vote of 121 to 141 the House yesterday afternoon refused to recede from its disagreement to the Senate amendment in the sundry civil bill appropriating \$25,000 for continuing the investigation of the black sands of the United States with reference to their use for the electric smelting of iron ores, as desired by

Mr. Dalzell of Pennsylvania. There was a spirited debate over the pro vision. Mr. Kelfer of Ohio supported the amendment on the ground that the proposed investigation would aid in preventing the trusts from getting possession of the

Mr. Payne of New York opposed the pro-vision, remarking that the demagogues had Another conference on the items of dis-

agreement was ordered.

There will be a conference this morning at 10 o'clock in the room of the Senate committee on appropriations on the items of the sundry civil bill on which no agreement was reached at the former conference. Three important items of this bill of local interest are provisions for parks, for the purchase of land bounded by 14th and 15th streets and Pennsylvania avenue and the Mall and for an additional building for the bureau of engraving and printing. All of these items are still in dispute, and no conference was held yesterday on them, probably because there was a feeling that it would be impossible to reach an agreement, but the conferees will get together this morning, and one way or another they are likely to determine upon a report.

The feeling at the Capitol was far from satisfactory on the part of friends of the park projects and the site for government buildings between 14th and 15th streets south of the avenue. These matters have been fully discussed, and at the session this morning a strong effort will be made to get together at once on some report.

Amendments Aggregating \$800,000 Added by the Senate. The Senate yesterday passed the general deficiency appropriation bill. The bill car-

GENERAL DEFICIENCY BILL.

amended by the Senate by the inclusion of several provisions, aggregating \$800,000, among which were the following: To provide the expenses of the United States' participation in the international maritime exposition at Bordeaux, France,

n honor of Robert Fulton, to be held from

To defray the expenses of the constitu-

ries slightly less than \$10,740,000. It was

May 1 to October 81, this year, \$25,000. To defray the expenses of the Senate and ded House of Representatives at the opening of he Jamestown tercentennial, exposition \$7,000.

tional convention in Oklahoma, \$135,240.

Increasing the salary of the secretary to the President from \$5,000 to \$6,500. To reimburse Senator Reed Smoot for expenses incurred by him in defending his right to his seat in the Senate, \$15,000. The Smoot amendment was the only one in the bill which occasioned discussion. Senator McLaurin offered an additional amendment which provided that the protestants against Senator Smoot should re-ceive an equal amount. When this was laid on the table he proposed that half the

amount should go to the protestants.

It was explained that Senator Smoot had paid his attorneys \$20,000, and the amount in the bill would only reimburse him partially for this expenditure. It was also stated in opposition to the amendment of Mr. McLaurin that the gov-ernment had paid all expenses of attending in court, and will she?" witnesses, making a total of more than \$26,000. Mr. DuBois said the women who had protested against Senator Smoot raised the funds for their attorneys through col-lections. He had no doubt that if reim-

bursed the organizations represented would use the funds for good purposes. The second McLaurin amendment also TRIBUTES FROM SENATORS.

Eulogies Delivered on Deceased Representatives. The Senate last night paid tribute to the memory of a number of deceased representatives. Senators Daniel, Hopkins, Hemenway and Carmack delivered eulogies on the late Representative Rixey of Virginia.

Senator Spooner addressed the Senate or resolutions expressing the regret of the Senate on the death of the late Representative Adams of Wisconsin. Senators Depew and Hopkins spoke to similar resolutions respecting the late Rep- its affairs. They are Alfred Farlow, Irvresentative Ketcham of New York, and Senators Depew and Curtis spoke to resolu-

tions of sorrow regarding the late Represen-tative Flack of New York. During the eulogies the gallerles of the Senate were filled to their capacity, al-though but few senators were in their The session continued from 8 until 9:30

o'clock, when a recess was taken until 11

FALLS CHURCH ROAD SUIT. Trial of Action Brought by Patrons Set for March 8.

o'clock today.

trip tickets.

Special Dispatch to The Star. RICHMOND, Va., March 2.-The suit brought against the Washington, Arlington and Falls Church Electric Rallway Company by people living on the line of the road to compel it to render better service progress had been made toward the har- at low rates was called before the state corporation commission this morning and postponed to March 8. The sult is not to secure a lower commuter rate, but to get lower rates on single straight and round-

UNION PACIFIC RETRENCHMENT to reach a common ground, but no one Harriman Orders Cancellation of Million Dollar Contract.

OMAHA, Neb., March 2.-General Manager and Vice President Mohler of the Union Pacific today cancelled the contract for the erection of the twelve-story headquarters building which E. H. Harriman was to erect in Omaha at a cost of \$1,200,000. He did so, he said, under orders from Harriman because of recent action of courts and legislatures. The contract for the wrecking of buildings on the site had been let and work begun. Actual work on the construction of the new building was to start as soon as the preliminary work was fin-

In taking this action Mr. Mohler referred to the recent decision of the United States Supreme Court, which upheld the decision of the Nebraska courts, that the onion Pacific and Burlington should pay to the state of Nebraska the million dollars of taxes which the two roads contested. He also adverted to the action of the Nebraska legislature in passing the 2-cent-fare bill.

These reasons, with the recent advance in bis, Rainey plosion's force having been so great as to tear the clothing completely from them.

bis country in other international gather-ings, with the exception of many international gather-ings, notably at the Pan-American congress in the City of Mexico and also in the Pan-American medical congress.

bis country in other international gather-ings, notably at the Pan-American congress in the City of Mexico and also in the Pan-American medical congress.

bis country in other international gather-ings, notably at the Pan-American congress in the City of Mexico and also in the Pan-ing the hours of service of railway employes was considered, but final action was imperative to retrench in expenditures.

conference reports.

The conference report on the bill limiting the hours of service of railway employes was considered, but final action was imperative to retrench in expenditures.

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FIGHT THE SUIT

Her Counsel Says She Will Defend on All Issues.

STILL SOUND MENTALLY

Gen. Streeter Declares She is Physically Well Also.

THE MAN BEHIND THE CASE

He Makes the Statement That He Expects No Pecuniary Gain From

the Action.

Special Dispatch to The Star. CONCORD, N. H., March 2.- The suit to compel an accounting of the affairs of Mrs. Mary Baker Glover Eddy, the head of the Christian Science Church, will be fought to a finish in the courts. General Frank Streeter, personal counsel for Mrs. Eddy, said today that the case would be de-

fended in each and every issue involved.



Mary Belter Glover.

Daughter of George W. Glover. He denied the charge made in the complaint that Mrs. Eddy was mentally irrational and

so physically enfeebled that she is practically helpless. "What is Mrs. Eddy's condition now, both mentally and physically?" he was asked.

"Mrs. Eddy is just as strong mentally as she has been for the last year." "Is she in condition to appear personally

"I cannot say as to that. It is not to be expected that a woman of her age can be strong and robust physically."

"Who is the financial guide of Mrs. Eddy

"That I cannot answer." Sue in Her Name. The suit which, it is believed, will bring into the open all of the inside workings of the church, is instituted by the son and daughter of Mrs. Eddy by her first husband -she has been thrice married and is now a widow-George W. Glover and Mary Baker Glover and George W. Baker of

Bangor, Me., a nephew. They sue in her name. The trustees of the church, who are named as defendants, are known wherever Christian Science is known. They control the vast finances of the church and regulate



George W. Glover. Only Child of Mary Baker Glover Eddy. (Photo by Clinedinst.)

B. Johnson, Stephen A. Chase, Joseph Armstrong and Edward A. Kimball. Two others, who have been closely associated with Mrs. Eddy for some time, are also named as defendants in the bill. They are Calvin A. Frye and Lewis C. Strang, Mrs. Eddy's secretary and assistant secretary, and Herman S. Hering, first reader of the

May Raise Legal Questions. It is believed that the defendants may

raise immediately the legal questions involved in the proceedings as distinguished from the questions of fact. These legal questions would go to the supreme court for determination and the proceedings in the superior court in the meantime would